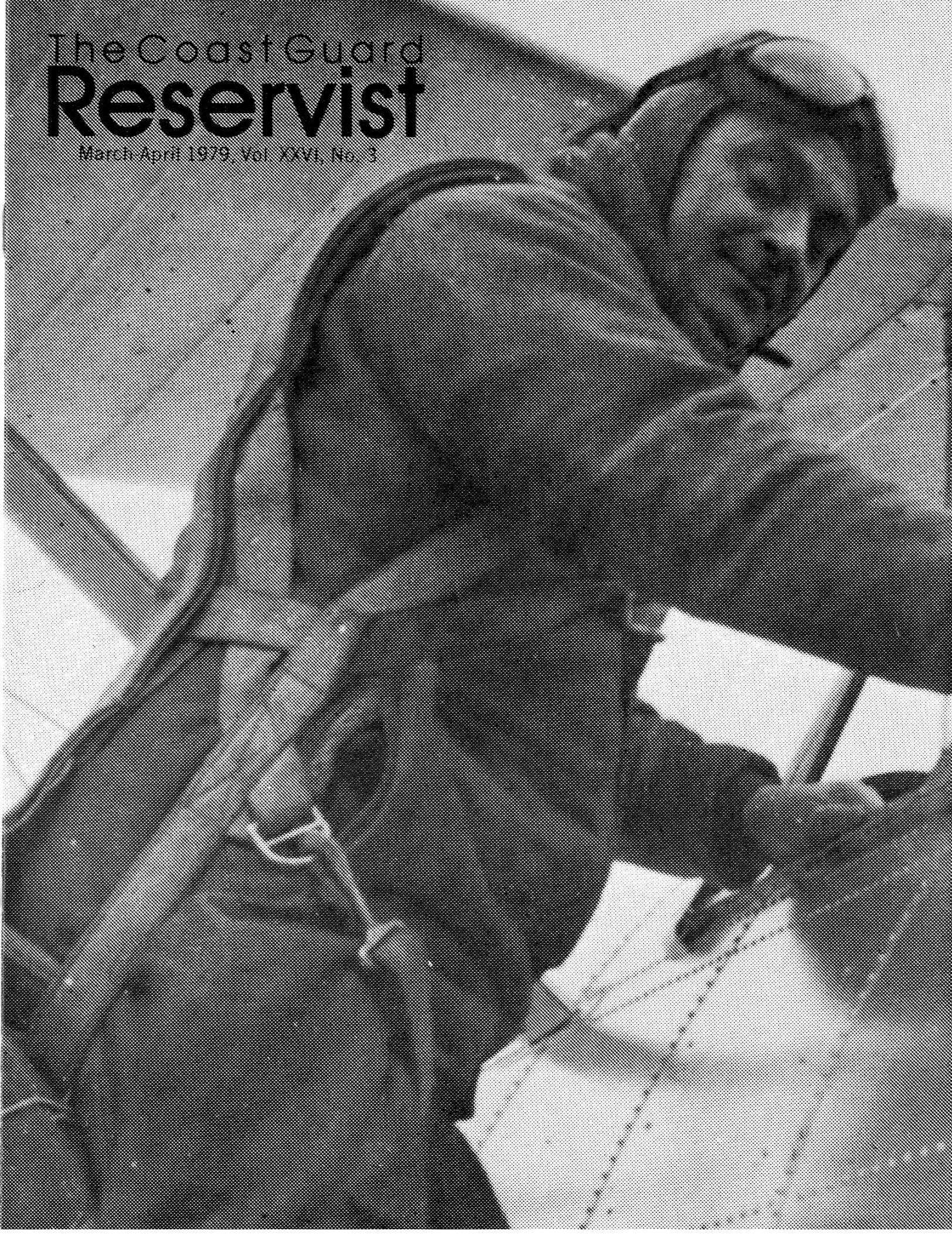


The Coast Guard Reservist

March-April 1979, Vol. XXVI, No. 3



UNCLAS

Dear Readers,

Many interesting and important bits of news have appeared in the Reservist magazine during my nearly two years as editor. The new Survivor Benefit Plan, income tax assistance, the inside story on selection boards and how we can lick retention problems were just a few. But the item which by far elicited the greatest response from readers was--are you ready?--the mythical Coast Guard "blimp." It seems a little "hot air," in this case, was much more effective at communicating than the straight skinny.

I hate to think that this is always so. I welcome comments and questions about the articles in the Reservist, or open letters from individuals to their fellow reservists, which might be suitable for printing here in UNCLAS or elsewhere.

Are we printing the things you want to know? Are we omitting things important to you? Do you have information or ideas that might be helpful to other reservists? Let me know.

Editors of group and unit newsletters: please include the Reservist on your mailing list if you don't already. I'd like for communication to pass both ways.

Sincerely,

Kathy Kiely

LT J.M. O'Toole, of Worcester, MA, writes "Fifteen gratuitous retirement points are awarded annually to all reservists who are still above ground and breathing. Why is no credit given to those who have earned it through correspondence course completion? Credit for these courses is 'constructed out' when annual retirement points are computed.

"I would like to see retirement point credit for these courses. I'm fairly sure a significant drop would occur in the high rate of disenrollment for inactivity that shows up on Reserve group and unit monthly student progress reports."

Any comments?

The USS Spencer CG WWII Association will hold its sixth reunion at the Hilton Inn, Annapolis, MD 7-9 September, 1979. Anyone who served on Spencer during WWII is invited to join them for this reunion. Feature event will be a visit to Spencer at the Yard, Curtis Bay. For further information contact Jim Lathrop, 10811 Drumm Ave., Kensington, MD 20795. (301-933-2308)

Cover: CDR Elmer F. Stone, first Coast Guard aviator, climbs into a JF-2 Navy seaplane. Story on page 8.



The Coast Guard submarine PORT ANGELES 7209 assists the POLAR STAR with icebreaking. The sub's motto. 'If you can't go through it, go under it!' Photo by PA1 George Cassidy.

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

ADMIRAL J.B. Hayes
Commandant, U.S. Coast Guard

REAR ADMIRAL T.T. Wetmore, III
Chief, Office of Reserve

LTJG K.M. Kiely
Editor

YN1 William P. Hamlin, Jr.
Staff Writer

This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1/81)
400 Seventh St. S.W.
Washington, D.C. 20590
phone 202-426-2350 (FTS 426-2350)

CG-288

Admiral's Corner



RADM Wetmore assists in Reserve Center ribbon cutting, with RADM S.T. Quigley, Navy, Hon. R.B. Pirie, Jr., DoD, and MGEN C.C. Bryant, Nat. Guard.
Story on page 15.

After 22 months "on watch" as Chief, Office of Reserve, I am being transferred to Portsmouth, VA for assignment as Commander, Fifth Coast Guard District. I'm accepting this assignment with greatly mixed emotions; my tour with you reservists has been highly rewarding and most gratifying. I've travelled widely and had the pleasure of meeting many of you personally. Wherever I go, I reach the same conclusion: our reservists--all rates and ranks, all districts far and wide--are a truly great group. It has been a pleasure working with all of you. Best of all, I'll have the delightful privilege of continuing to work with reservists in the Fifth District, from a different standpoint, but one which is just as productive and meaningful.

I thought you might be interested in the types of concerns I expressed recently to the Vice Commandant, assessing the Reserve program as I see it:

Fundamentally, our Coast Guard Reserve program is sound, functioning well, and highly regarded within the Defense community. Recently we completed our Coast Guard-wide reorganization of groups and units to more closely parallel the active service. This increases opportunities for meaningful augmentation of peacetime missions and for mobilization training.

Our most pressing concern is strength management. As you are aware, recruiting and retention are growing problems affecting all military services, active and Reserve. Recruiters are making a great effort, but our quotas (especially for RP's) are not being met. Retention is also a problem. We are losing an increasing number of our trained professionals. There is a current personnel shortfall of 5 per cent in the Selected Reserve.

One way we are helping to combat the strength problem is by introducing an incentives plan similar to that of the other Reserve components. I am optimistic that we will regain some of our authorized strength by the end of fiscal year 1979.

I fear that our mobilization planning and readiness have not received adequate attention recently, due to strenuous efforts to improve augmentation. This was highlighted during the Nifty Nugget exercise. To help improve readiness, we have established the excellent Senior Reserve Officers Mobilization Readiness course at RTC Yorktown. As a result, we now have an outstanding cadre of senior officers in all districts who can assist in the revision and updating of our mobilization plans.

I am extraordinarily pleased with the entire staff presently on board in the Office of Reserve. The Reserve program will be in excellent hands pending RADM Sidney Vaughn's arrival in June. I've known RADM Vaughn for 33 years. He is an outstanding administrator, leader and officer. I commend him to you most highly.

My personal involvement in the Reserve program has been a great experience. I never cease to be amazed at the high caliber of the people in the program. It has been a rewarding and satisfying tour. I thank you all for your splendid support and cooperation. I will look forward to seeing many of you in the future, in different roles perhaps, as we work together to enhance our one GREAT COAST GUARD.

J. J. Wetmore 44

Brief Comments

RADM Sidney B. Vaughn, Jr. will take the helm as Chief, Office of Reserve in June. RADM Vaughn is presently Chief of Staff, Seventh District. His previous tours at Headquarters include Chief, Planning and Evaluation Staff, Office of Personnel, and Chief, War Plans Branch, where he worked on Reserve mobilization manpower requirements.

RADM Vaughn has been very active at the Coast Guard Academy since his graduation in 1950. He first served there as a company advisor and football coach. He was later appointed Commandant of Cadets and subsequently Assistant Superintendent of the Academy.

RADM Vaughn served as commanding officer of the cutters NIKE and STEADFAST, and attended the Naval War College.



RADM Vaughn

Each district has been sent video playback equipment and several video tapes. The subject matter of the video tapes includes Marine Environmental Protection, UCMJ and Chart Interpretation. Future plans call for duplication and distribution of video programs which are produced by active service program managers. These programs include video tapes on coxswain training and hazardous materials. Commandant (G-RT) is also planning to produce a series of video tapes on port security element training. These tapes will reach the field by the summer of 1980.

ROA, Waesche Award Winners Named

Coast Guard Reserve Unit Richmond (Fifth District) is the winner of the 1978 Reserve Officers Association Congressional Award. The award is presented each year to the Reserve unit or group whose support of Regular Coast Guard missions and community activities is considered most outstanding.

The runners-up in this year's competition were Reserve Unit Louisville, commanded by CDR R.G. Grimmer, and Reserve Group Boston, headed during 1978 by CAPT S.R. Hyle.

Reserve Unit Richmond, commanded by LCDR B.C. Taylor, received a C-1 rating (99.1 per cent) in mobilization readiness for fiscal year 1978. Unit recruiters regularly visit Richmond area high schools. They recruited a total of 17 reservists and five Regulars last year. The unit's reenlistment rate is a high 72 percent.

Last year unit members investigated six oil spills and responded to 15 search and res-

cue cases in support of Group Hampton Roads. The unit maintained a radio watch every weekend during boating season.

Unit Richmond took advantage of all available training opportunities in 1978. Members filled the 21 school quotas they were assigned plus two more. Fourteen members qualified as boarding officers, six as coxswains and seven as boat engineers. Ten reservists received firefighter training from certified state fire instructors.

Unit Richmond's community oriented activities included the Coast Guard-Muscular Dystrophy Association Richmond golf tournament, which raised over \$1,000 for the muscular dystrophy campaign.

Reserve Unit Richmond augments Marine Safety Office, Hampton Roads, Stations Dahlgren and Milford Haven, VA, the recruiting office in Richmond, and Fifth District boating safety and aids to navigation operations.

Second District '...outstanding'

The Second District has been named the winner of the 1978 Admiral Russell R. Waesche Award. The Fifth District was selected as runner-up. The annual award honors the Coast Guard district judged most outstanding with respect to Reserve affairs. It is based on excellence in five areas of Reserve training: retention, correspondence course activity, service-wide exams, readiness evaluations and augmentation training.

A plate indicating that the Second District is the 1978 winner will be affixed to the ADM Russell R. Waesche plaque outside the Office of Reserve at Headquarters. The Second District has won the Waesche Award four times since its establishment in 1961.

\$ The Coast Guard Reserve initiated in April a program of enlistment and reenlistment incentives for certain drilling reservists.

Reenlistment bonuses will be offered to members in under-populated ratings who have less than ten years of total military service. Members must be in pay grade E-4 or higher, and have been a satisfactory participant in a drilling unit for one full year immediately prior to their end of enlistment. Members who have been discharged for more than 24 hours and meet eligibility requirements may be eligible for the bonus if

they reenlist within 90 days after discharge. These persons must reenlist through a recruiting office and should allow at least three weeks for processing.

Members with less than eight years of service will have the option of a \$900 bonus for a three-year reenlistment or \$1,800 for a six-year reenlistment. Members with more than eight but less than ten years service will be eligible for a \$900 bonus for any reenlistment of three or more years.

The bonus-eligible ratings are: BM, MK, FI, QM, PS, SS, FT, GM, RM, RD, and ST.

The enlistment incentives portion will offer non-prior service

individuals the option of either an enlistment bonus of up to \$1,500 or educational assistance of up to \$500 per year, with a maximum of \$2,000 over the first term of enlistment.

Contact your local recruiting office or Reserve unit for details.

Excess IDT drills, exchange privileges for retired reservists, physical exams, and enlisted performance evaluations were several of the 19 topics forwarded to the Commandant by the 1979 Coast Guard Reserve Policy Board.

The Board, which meets annually, convened March 5-9 to consider recommendations made by the District Reserve Policy Boards.

The recommendations of the 1979 Reserve Policy Board to the Commandant will be published in a forthcoming Commandant Notice 5420.

The Boatswain's Mate and Port Securityman class "A" schools at Reserve Training Center, Yorktown will debut as separate courses of instruction this summer. The change will end six years of training BMs and PSs in the combined BM/PS "A" school.

The decision to split the schools was based on the need for more emphasis on small boat handling and seamanship for the Boatswain's Mates, and changing mobilization duties in the Port Securityman rating. The new Boatswain's Mate course of instruction will begin May 20, and is expected to take 12 weeks to complete. The PS "A" school is expected to take approximately 11 weeks, with the first convening date in late July or early August. The period between the closing of the existing BM/PS school and the opening of the new PS "A" school will be filled by a seven-week interim school.

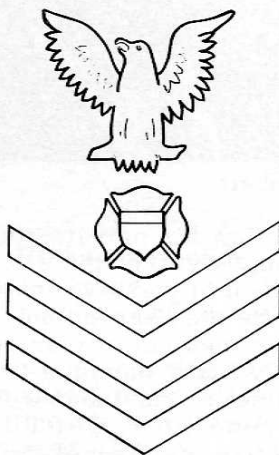
Each student must be identified by the district commander as either a Boatswain's Mate or a Port Securityman prior to reporting for duty.



The winners of the Firefighter and Port Security rating badge contest have been chosen by the 1979 National Coast Guard Reserve Policy Board and approved by RADM Wetmore, Chief, Office of Reserve. The two winning designs, one for each rating, were sent to the Coast Guard Uniform Board for recommendation to the Commandant.

The winner in the Port Security category is LCDR Wayne R. Till, USCGR, Commanding Officer of CGRU Rio Vista Station, a port security unit. His design is a Coast Guard shield within a law enforcement shield.

There is no single winner in the Firefighter category. The most popular designs among entrants were variations on the "Maltese," or firefighters', cross. The Reserve Policy Board recommended a Coast Guard shield within a Maltese



cross, which was not among the entries received.

Contributors of entries with a Maltese cross theme were FIC L.J. McPolin, FIC Joe Seward, FI1 Raymond L. Young, FI1 Ralph N. Doolin, FIC Andrew J. Walsh, and Reserve Unit Buffalo (FICS Richard C. Lawida).

Finalists judged by the Reserve Policy Board were (Port Security) FI1 Ralph N. Doolin, PSCS James E. Schloss, BMC Carl A. Rodriguez, PS1 Kenneth R. Almberg, and (Firefighter) FI1 E.L. Scarbrough, FI1 Ray Young, FI1 Ralph N. Doolin, FIC Andrew J. Walsh and PS1 John K. Cassady.

If approved by the Commandant, the winning designs will be adopted as official rating badges, and awards given. The Reservist will keep you informed.

Congratulations and many thanks to all entrants!

Doctor Joseph W. Elbert, Captain, U. S. Public Health Service Reserve, was awarded the Coast Guard Commendation Medal for his work as Medical Officer of Reserve Group Lower Ohio River.

CAPT Elbert was recommended for the award by RADM Harry Allen, Chief, Office of Health Services. It was presented in a ceremony at Base St. Louis March 10 by RADM W.E. Caldwell, Commander, Second Coast Guard District.

CAPT Elbert, of Petersburg, IN, has been providing medical services to the Coast Guard Reserve, without receiving pay or benefits, for the past 13 years. In 1978 he saved the service 3,100 dollars.

He sums up the reasons for his long service by saying "I owe my country a debt that I can partially repay by this service. I entered medical school September 15, 1941 and the Pearl Harbor attack occurred on December 7, 1941. I was given the opportunity by my draft board to complete my medical education, for which I am very thankful."

The Doctor joined the USPHS Reserve in 1955. His first involvement with the Coast Guard came during the Cuban missile crisis in 1962. He volunteered his services in the event of a Coast Guard call-up. Several years later he affiliated with Reserve Unit Louisville. This

service included several tours of active duty.

In 1974, CAPT Elbert took over his present duties as Medical Officer of Reserve Group Lower Ohio River. This position enables him to serve all Reserve units from Pittsburg to Owensboro, KY. On one occa-



CAPT Elbert

sion he flew his private plane to Wheeling, West Virginia to inspect the unit and give inoculations. He also served one month as medical officer on the cutter DALLAS during a training cruise to Guantanamo Bay in 1976. In addition, CAPT Elbert is an active member of the Coast Guard Auxiliary.

Service is a way of life for Dr. Elbert. Some of his other volunteer work includes 15 years

as Pike County Health Commissioner, President of the Petersburg Kiwanis Club, 10 years with the Indiana Commission for the Handicapped, two years as President of the Petersburg Chamber of Commerce, and work with several agencies in the disaster medicine field.

Awards are almost routine for CAPT Elbert. He received the Coast Guard Achievement Medal in 1971, and was declared the Reserve Officer of the year by the Tri-State (Indiana, Kentucky, and Illinois) Reserve Officers Association. Dr. Elbert was elected president of that association and began his term of office in April.

He is also a Senior Medical Examiner for the Federal Aviation Administration. As such he is qualified to give physicals for any class of FAA license.

Dr. Elbert is a graduate of the Kirksville, Missouri School of Osteopathic Medicine.

Why has CAPT Elbert freely given so much time and effort to the Coast Guard? He simply replies "I enjoy it."

The Office of Health Services is working with the Public Health Service to contact other physicians who would like to work in support of the Coast Guard Reserve program. For more information contact the Office of Health Services: Commandant, U.S. Coast Guard (G-K), Washington D.C., 20590; telephone 202-426-1095.

RPAs' 25th Anniversary

The Reserve Program Administrators (RPAs) mark their 25th anniversary this year.

The RPA story started when the Korean Emergency ended. At that time the exodus of reservists from active duty resembled, on a much smaller scale, the demobilization following World War II. Reserve officers were given 30 days to return home. Thirty-seven Coast Guard officers, however, were to remain on active duty. They would be retained to administer the Coast Guard Reserve program, as provided for in Title 10, U.S. Code. Though most Coast Guardsmen and all

SPARS who served in World War II were reservists, the Coast Guard did not develop a strong drilling Reserve program until 1950.

In a 1954 ALCOAST, the Commandant named the 37 officers who were to remain on active duty to administer the fledgling Reserve program. These officers were not yet known as RPAs, but rather, as "those Reserve officers retained on active duty to administer the Reserve program." This was soon shortened to Reserve Program Administrators, or RPAs.

In the beginning there had been some thought of having an enlisted RPA program, as in the Navy TAR (Training and Administration of the Reserves) pro-

gram, but this never came to pass for the Coast Guard.

Senior among the first 37 retained was the now CAPT Ege Sawtelle, USCGR (Ret). Junior was the now CAPT Bob O'Brien, Deputy Comptroller of the Coast Guard and the last member of the RPA "Class of '54" still on active duty.

The first group of RPAs was assigned according to a planned rotation: two Reserve program billets followed by one operational billet.

As the first group of RPAs retired or integrated into the Regular service, their number dwindled--from 37 to 25 by 1959. The Commandant then authorized the first RPA selection board, which now meets an-

nually. RPAs have their own retention boards as well.

For many years RPAs were required to retire after completing 20 years of active duty. In the late 60's that was changed; RPAs may now complete 30 years service like their Regular counterparts.

Two SPAR officers were selected as RPAs in 1959: the now retired CAPT Eleanor L'Ecuyer and CDR Valeria Louise Berg, USCGR. They later declined the RPA designator upon learning that their opportunities for advancement as RPAs could be limited by their inability to compete with male officers who had sea duty. Things have changed since those days for Coast Guard women.

To date, 146 officers have served as RPAs. Five of them were selected by the board of March 9, 1979. They are:

LT T.J. Jamison
LT D.E. Clapp
LTJG N.W. Williams
LTJG J.F. Simpson
LTJG J.G. Blackman

Selected as alternates were:

LTJG D.G. McDougall
LT G.J. Santa Cruz
LT G.A. Finch

All members of the Coast Guard Reserve who are not eligible to join a federal credit union where they work may now join the Coast Guard Headquarters Federal Credit Union. Formerly only Washington, D.C. area residents were eligible. This offer is also extended to civilian and Public Health Service personnel and the unremarried spouses of deceased credit union members.

For more information write or call:

COGARD HDQRS Federal
Credit Union
Plaza 100
400 7th St. SW
Washington, D.C. 20590
(202) FTS 426-1288

There will once more be a "Coast Guard Headquarters Building" when the Coast Guard moves the headquarters operation this summer to an available government

building. The building, on Buzzards Point in southwest Washington, D.C., currently houses the Offices of Boating Safety and Research and Development.

The move will provide the Coast Guard with another 30,000 square feet of needed space. The move is scheduled to begin June 1 and take five months.



LST 170 hits the beach.

The following bit of "hands-on" history was contributed by BMC Leon Jacobs, USCGR, a Coast Guard veteran of World War II:

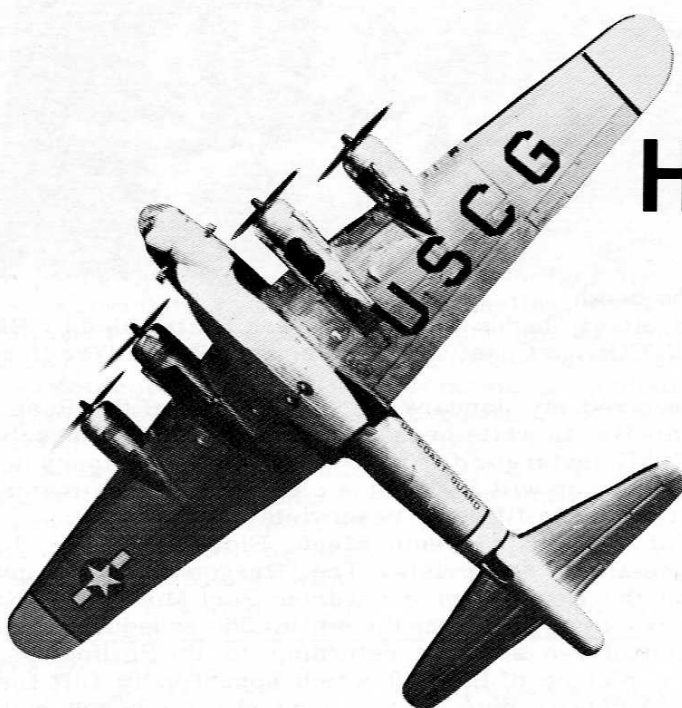
I have just received my January-February issue of the Reservist, and felt impelled to write because of the enjoyment I received from the old WWII features. On page 13 of the issue many units are named. I think you will find that a plurality if not a majority of wartime stations were filled by reservists.

In our group of amphibs (Seventh Fleet, Flotilla 21) our ships were manned mostly by reservists. The "Dragon"* saw 16 invasions, all along the New Guinea coast from Port Moresby to Hollandia, plus many extra operations thrown in. She ended her career with the invasion of two spots in returning to the Philippines. I have enclosed a picture of the 170 which appeared in Life magazine in 1943. You will note that a long shallow beach makes landings difficult for discharging equipment. The last items I would load on the Dragon were always monstrous dozers that could be put off first so that they could build a sand ramp for the other equipment to offload. Note the Marine jumping off the ramp.

Also enclosed is a more leisurely snapshot of the stern of a "CGR." There were many yachts given or loaned to the Coast Guard at the outbreak of the war. Many of these were converted for sea duty with depth charges and machine guns. I was CO skipper (now called OINC) of the CGR 1502, stationed at the U.S. Navy Station, Burwood, prior to my moving up to the LST. Our main job was to rescue survivors of torpedoed ships in the Gulf of Mexico.

There were numerous jobs reservists did in those days, from walking beaches with dogs to patrol for would be landing parties, to manning gun crews on merchantmen and transports. All ships in port were boarded daily, and radio rooms were sealed while in port. This meant that the COTP in New Orleans averaged about 135 boardings every day. There were about 18 boats on duty to effect this and to run continuous patrols. Area sabotage was nil.

* BMC Jacobs was assigned to The Green Dragon, LST 170.



Boeing PB-1G with lifeboat

The Coast Guard did not get its first airplane until 1926, but by then Coast Guardsmen had already been long associated with aviation.

A red flag unfurled over Orville and Wilbur Wright's camp on North Carolina's Outer Banks would signal to the surfmen of the Kill Devil Hills Life Saving Station that the brothers wanted help. Volunteering their efforts, the men of the Station hauled supplies, delivered mail and helped to launch and recover the two inventors' aircraft.

On the morning of December 17, 1903 the red flag was hoisted above the Wrights' camp. Three surfmen of the U.S. Life Saving Service, John T. Daniels, W.S. Dough and A.D. Etheridge, trekked across the dunes to the camp. There they witnessed and photographed the first controlled flight of a powered heavier-than-air machine. After the three flights made

HOW THE COAST

on that historic day, the three surfmen helped to carry the Wright flyer back. Enroute to the camp a sudden gust of wind overturned the fragile craft. Daniels, in trying to steady the flyer, narrowly escaped the heavy engine of the flyer as it rolled over.

With the common aim to protect life and property from the ravages of the sea, the Life Saving Service and the Revenue Cutter Service merged in 1915 to form the U.S. Coast Guard. During the Coast Guard's first year Second Lieutenant (LTJG) Norman B. Hall and Third Lieutenant (Ensign) Elmer F. Stone (CDR, died 1936) proposed that the new "aeroplane" would greatly aid in locating shipwrecks, conducting beach patrols, and other missions of the Coast Guard. A number of experiments in a Curtiss "F" flying boat proved the practicality of their idea. An aviation section was created in the Coast Guard. The Commandant, ADM E.P. Bertholf, asked the Navy Department to train Coast Guard officers as pilots. In April, 1916, Second Lieutenant Charles E. Sugden (CAPT, Ret. Aug. 1946) and Third Lieutenant Stone were accepted for training at the newly established Naval Air Station at Pensacola, FL.

During World War I the Coast Guard aviators were assigned to the Navy's Aviation Division and served at Naval Air Stations in the United States and abroad. One Coast Guard air officer commanded the Naval Air Station at Ile Tudy, France.

In May, 1919, Lieutenant Stone, designated Coast Guard aviator No. 1, made history as first pilot of the famous NC-4 Navy seaplane which made the first trans-Atlantic air crossing. He was the only Coast Guard member of an otherwise all-Navy crew.

GUARD WON ITS WINGS *by Bill Hamlin*

The successful crossing of the Atlantic by the NC-4 demonstrated the feasibility of over-water flying. In 1920 the Coast Guard established its first air station at Morehead City, NC. Four Curtiss HS-2L flying boats and two Aero-marine Model 40 float planes were loaned by the Navy. They were flown by Coast Guard pilots in search of rum runners who were smuggling liquor in violation of the recently imposed Eighteenth Amendment to the Constitution. The operation was a success but during 1921 the Coast Guard ran out of money. The station was shut down and the airplanes were returned to the Navy.

By 1925, rum running had become so flagrant that the Coast Guard borrowed a Vought VO-1 seaplane from the Navy to assist the hard-pressed cutters. The seaplane was based at Naval Reserve Station, Squantum, MA and later operated from Ten Pound Island in Gloucester Harbor. The regular patrol flights sharply reduced rum running in the area.

Experiments in aircraft radio communication were also conducted at Squantum. One of the most significant achievements was the development of the first loop-type radio direction finder.

Until 1926 the Coast Guard used borrowed U.S. Navy aircraft. Congress was impressed, however, with the results of the patrol flights and appropriated \$152,000 for the Coast Guard to purchase five aircraft. In 1926 an air station was opened at Cape May. In October the Coast Guard took delivery of its first Loening OL-5 biplane amphibian.

Throughout the 1930's Coast Guard aviation progressed as Congress provided funds for aircraft design, equipment and air stations.

In 1932 the Coast Guard purchased five Fokker PJ-1 seaplanes, built by General Aviation Mfg. Corp. Known as the "flying lifeboats," the PJ-1 models were the first aircraft built to Coast Guard specifications and were used for rescue work. They had a range of 1,000 miles at 120 miles per hour, a radio room and a radio direction finder. The rescues made by these aircraft were remarkable for their time. Using radio bearings the PJ-1 seaplane "Arcturus"* flew from Miami during darkness and storm to locate the Army transport ship Republic. The "Arcturus" landed off the bow of the ship and evacuated a critically ill passenger to a hospital ashore.

By the 1940's the Coast Guard had over 50 aircraft and had established air stations at Salem, MA; Brooklyn, NY; Elizabeth City, NC; Miami, FL; St. Petersburg, FL, Biloxi, MS; New Orleans, LA; Corpus Christi, TX; San Francisco, CA and Port Angeles, WA. The location of these stations was planned so they would be a part of the national defense pattern.

Shortly before the Japanese attack on Pearl Harbor December 7, 1941, the Coast Guard was transferred to the Navy by order of the President. During World War II Coast Guard aircraft supported the Navy in anti-submarine warfare, convoy escort and rescue activities. Some 1,000 survivors of downed aircraft and torpedoed surface craft were located and 61 bombing attacks on enemy submarines were delivered by Coast Guard aircraft. At the same time patrols were made in the Canadian Arctic, Newfoundland and Greenland. Navy aircraft operated by Coast Guard personnel

* Airplanes were given individual names.

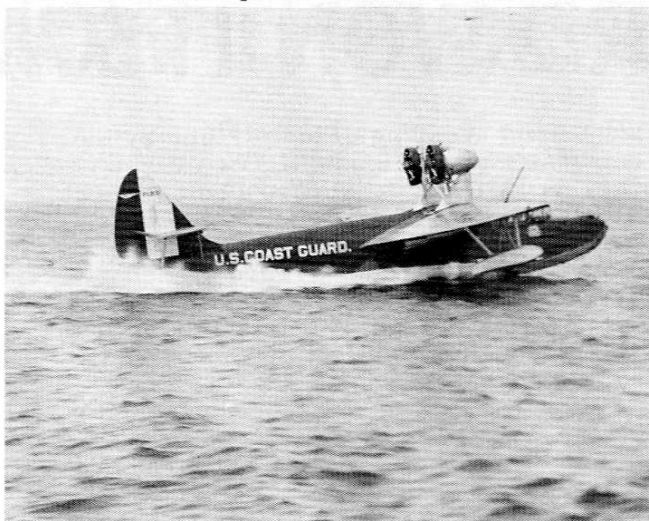
Elmer Stone, the Coast Guard's first aviator, went down in of the Navy seaplane that made the first trans-Atlantic air

during World War II included Grumman JF, J4FD and JRF amphibians; Consolidated PBY amphibians; Martin PBM flying boats; Douglas R4D and R5D transports; Vought OS2U scout observation planes and others. At the end of World War II most of the aircraft were returned to the Navy.

The first extended flight of a helicopter in the United States was made in 1941. The features of this type of aircraft made it ideal for Coast Guard operations, and during and after World War II the Coast Guard became active in its development. In November, 1943 the Coast Guard Air Station at Floyd Bennett Field, Brooklyn, NY was designated as a helicopter training base. It began with three HNS-1 helicopters on loan from the Navy. Shortly afterwards the British Admiralty supplied four helicopters to the Coast Guard for training pilots and mechanics for the British service.

By the end of World War II the helicopter had demonstrated its value in search and rescue and related missions. The future of the helicopter was clearly shown in April, 1945 by the Arctic rescue of the crew of a crashed Royal Canadian Air Force plane in the inland wastes of Labrador. The survivors were located by

scout planes which dispatched two ski-planes to the scene. One ski-plane landed but the other crashed at a nearby lake. After two survivors were flown out, the ski-plane returned only to become stranded in the snow, unable to take off. Two more pilots were now marooned in



Fokker PJ-1



Curtiss NC-4

addition to the original flyers. A training helicopter at Floyd Bennett Field was disassembled and flown to Goose Bay, Labrador by a C-54. There it was reassembled. It then flew 150 miles to the nearest rescue post, and on to the scene of the crash 35 miles beyond. All the survivors were rescued by shuttle trips. Without the use of the helicopter the downed flyers might have been stranded for months.

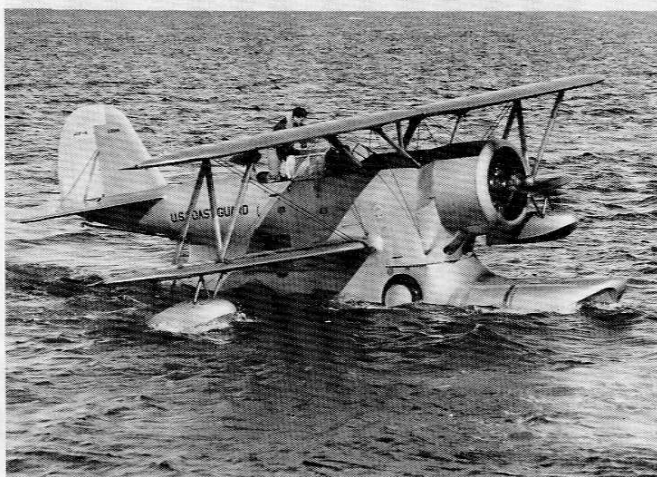
In the years following World War II a long-range aircraft replacement program was planned. Coast Guard mission areas and responsibilities had to be reviewed and defined. To fully accomplish its missions the Coast Guard would need long, medium, and short range aircraft.

The flying boats, long associated with the Coast Guard, were gradually replaced by the helicopter. Helicopters now account for about 60 percent of the hours flown by Coast Guard aircraft. The remaining hours are flown by the

history as pilot crossing.

HC-130 "Hercules", a four engine turbo-prop for long range missions; and the HU-16E "Albatross" twin reciprocating engine amphibious aircraft for medium range missions. The aging HU-16E's are presently being phased out of the Coast Guard's aircraft inventory and are temporarily being replaced with the HC-131A aircraft acquired from the Air Force.

The role of Coast Guard aviation has grown in recent years as a result of new missions and responsibilities. Although Navy ice breakers had carried aviation detachments for years, the cutter/aircraft combination became an effective part of the Coast Guard's missions in the 1960's with the commissioning of the 210' and 378' class cutters. The implementation of the 200-mile Fishery Conservation Zone in 1976 created the additional need for high speed aircraft to cover a wide area in a short amount



Grumman J2F-6

of time. As a result, the first of a fleet of Coast Guard medium range surveillance jet aircraft will become a part of the aviation team in mid-1979. The new jets, designated HU-25A's, are a derivative of the Falcon 20G business jet and will replace the obsolete HU-16E "Albatross" aircraft.

Since the first experimental flights in the



Consolidated PBX-5A

Curtiss "F" flying boat, aviation has greatly extended the helping hand of the Coast Guard. Operations once restricted to coastal waters can now be carried out in the ocean. The role of Coast Guard aviation is growing to meet the challenge of each new mission.



Sikorsky helicopter and crew that performed Arctic rescue.



by CDR John Swann, USCGR, Ret.

The Coast Guard, and its units and personnel, have been honored on postal stamps and cards eight times since World War II.

The first Coast Guard stamp was issued in New York City November 10, 1945, the 155th year of Coast Guard service. It commemorated the role of Coast Guard landing craft in World War II. 111,616,700 of the three-cent stamps were distributed.

The next stamp, also a three-cent, honored the Coast Guard Reserve as part of the U.S. Armed Forces Reserve. It was issued May 21, 1955 in Washington, D.C., and 176,075,000 were distributed.

The first Coast Guard post card celebrated the 175th anniversary of our Service. The franked area featured the Coast Guard flag. The four-cent card was issued August 4, 1955. Only 39,830,000 were distributed.

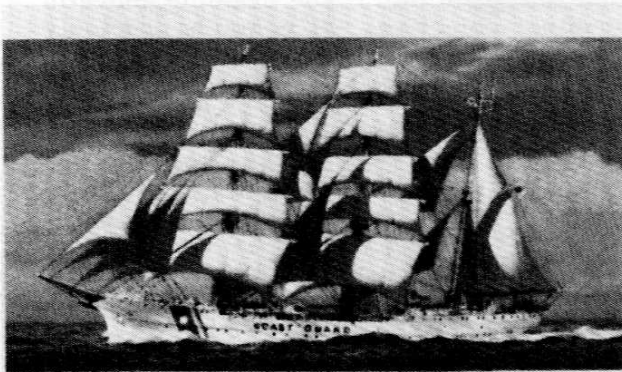
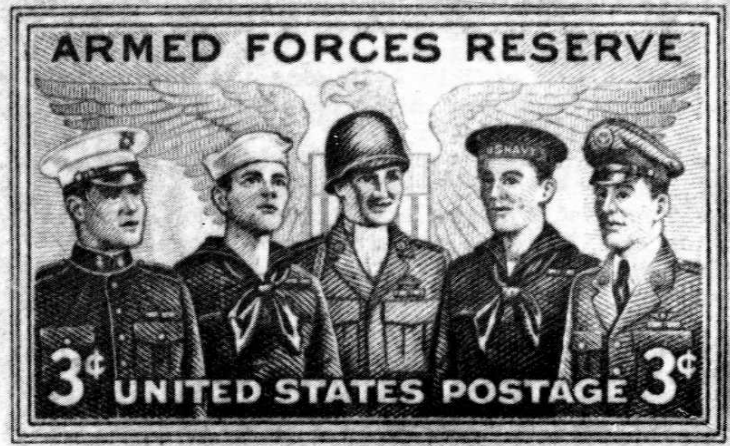
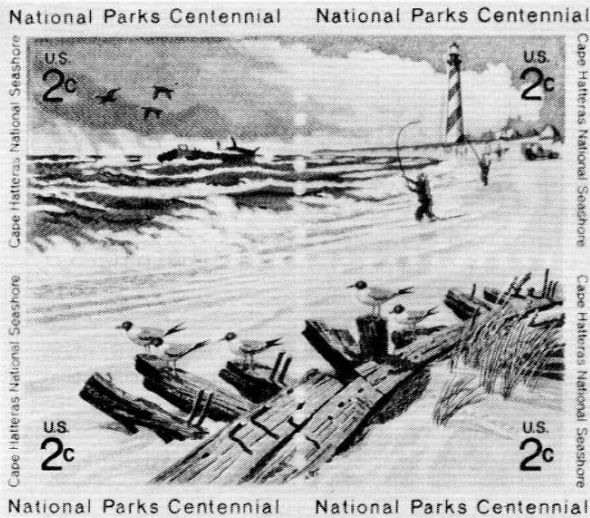
The Coast Guard Light Station on Cape Elizabeth, Maine was selected to represent the 150th anniversary of Maine statehood in a stamp issued July 9, 1970. The stamp features Edward Hopper's painting "The Lighthouse of Two Lights." The six-cent stamp, issued at Portland, ME, had a total distribution of 171,850,000.

Two years later another Coast Guard lighthouse, Cape Hatteras



U.S. POSTAGE 6 CENTS

Coast Guard Earns ST



US Coast Guard Eagle USA 14c

Light, was chosen to represent the Cape Hatteras National Seashore on a National Parks Centennial stamp. Its design was unusual because a block of four two-cent stamps made up one commemorative painting. The stamp was issued April 5, 1972, at Hatteras, NC. A total of 172,730,000 were distributed.

A postcard issued just two and one-half months later featured Gloucester Light. The six-cent card was issued at Gloucester, MA, June 29, 1972, and 41,932,000 were distributed.

The ultimate, so far, in the lighthouse theme was a 29-cent stamp featuring the Sandy Hook Light in New Jersey. Its first date of issue was April 14, 1978, in Atlantic City, NJ. As of March 28, 53,860,000 had been distributed. Lighthouses are a respected piece of Americana, and surely will continue being featured by the Postal Service.

The Cutter Eagle was the subject of a full color, picture postcard issued on the 188th anniversary of the Coast Guard. The card carries international franking of 14 cents, and was designed to continue the worldwide good will engendered by Operation Sail. It was issued at Seattle, WA August 4, 1978. 3,273,500 had been distributed as of March 28, and it is still available.

AMP of Approval

New Training Method Effective, Responsible

Your head is in a whirl from the day the class begins. "What am I supposed to be studying?" you wonder. As the class wears on, your complaints become more specific: "I can't follow the instructor; he skips around too much," or "the instructor never explains the homework assignments adequately." Slowly it sinks in: you have become another victim of Bad Training.

The purpose of training is to impart knowledge and skills. There should be nothing secretive about it. Students should not have to "psych out" an instructor to discover what the important material is.

Effective training is responsible to its students. Its results must be controllable and measurable. For these reasons, the Reserve Training Division recently adopted a systematic process for training design and evaluation known as Instructional Systems Development (ISD). The key components of ISD, which will be discussed here, are task selection, behavioral (or performance) objectives, and criterion referenced test items. Each component is a necessary step for a good training program. Carefully following each step leads to good quality control and course continuity.

Here's how it works:

TASK SELECTION

Coast Guard training is short and intensive. We must select and teach only the most important tasks for performance of the job being taught. This is done in many ways. Formal job task analysis, consultation with experts, and following task descriptions in the Enlisted Qualifications Manual are some examples.

When designing an ADT school, we also take into account whether the tasks can be learned from a book or must be observed, and what kind of teaching equipment is available at the ADT site.

The training tasks selected must be able to be described in concrete "action" phrases, called task statements. Consider these two examples:

1. Know the Military Justice Manual.
2. Type an enlistment contract.

The first example is a bad task statement. It is open to misinterpretation and subjectivity. The second example is a good task statement. It tells what is to be done and how to do it.

Clear task statements are important for two reasons: first, they can state to commanding officers exactly what tasks the trainee mastered during training. Second, they are used as a basis for prescribing:

BEHAVIORAL OBJECTIVES

Behavioral (or performance) objectives are developed from a task statement to express the conditions under which the task must be performed. For our task statement "Type an enlistment contract," the behavioral objective might be "Given suitable background information on an individual enlisting in the Coast Guard, and CG-207 to use as a reference, the student will type an enlistment contract with no more than two errors. The contract must be completed within 20 minutes."

No chance for misinterpretation or subjectivity here!

This statement demonstrates the three essential parts of a behavioral objective:

1. performance----type an enlistment contract.
2. conditions-----with CG-207 as a reference and with the background information provided.
3. standards-----with no more than two errors and within 20 minutes.

There are two types of behavioral objectives: terminal and enabling. The example above is of a terminal objective. It contains precisely that task which the student will be expected to do on the job. An enabling objective, on the other hand, demands that the student demonstrate not the task itself, but some knowledge which will help him perform the task. For our task "Type an enlistment contract," two possible enabling objectives are:

"The student will be able to write the publication name, and the chapter, used as a guide in preparing an enlistment contract." (the condition: on a test. the standard: 100% accuracy) and

"The student will recognize the form number of the enlistment contract by circling the letter in front of the correct form number." (the standard: 100% accuracy)

Now that we have expanded upon our task statements with terminal and enabling behavior objectives, we are ready to write:

CRITERION REFERENCED TEST ITEMS

Actually, behavioral objectives virtually tell you how to write a criterion referenced test item. A "criterion" is a "standard;" "criterion referenced" means based on the conditions

and standards prescribed in the behavioral objectives. How well the student can meet these standards is measured by the criterion referenced test item.

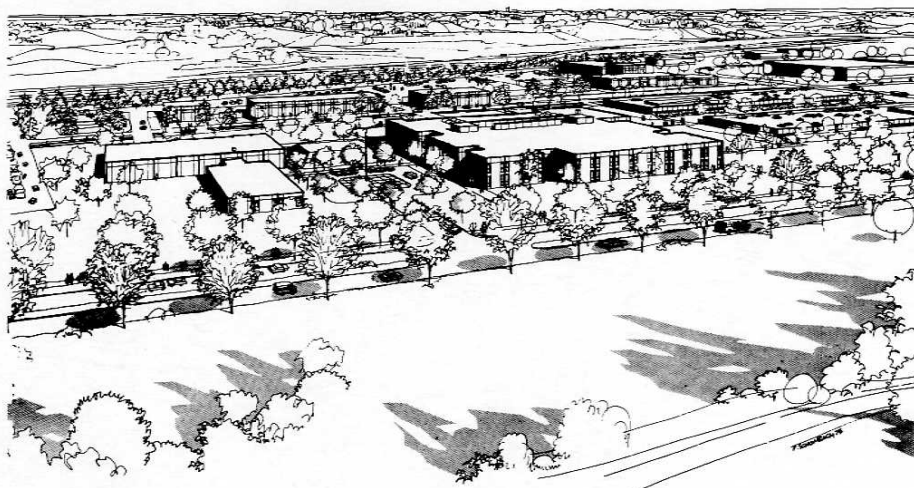
Most of us are not accustomed to criterion referenced tests. We all grew up with "norm referenced" tests. Norm referenced tests only measure how well we do relative to other students taking the test (hence the familiar "bell curve" grade ranking). They can not tell what a person can do. Norm referenced tests can be effective for selecting, from a group of qualified people, those who are best qualified (servicewide exams are norm referenced). But class standing may not be related to the ability to perform a task.

Criterion referenced tests, on the other hand, compare each student to the same standard: the objectives. As a result, we know exactly what each student can do.

SUMMARY

As stated in the beginning, effective training is responsible training. ISD is responsible to the student by letting him know exactly what is expected of him. It is responsible to the instructor by enabling him to measure exactly what the student has learned to do. By analyzing student performance, areas of weakness in a course can be quickly identified and corrected. Therefore, ISD training can be systematically evaluated, revised and improved.

Several ADT courses have already been designed using the ISD method. Don't be surprised if your next course results are given in terms of "objectives mastered" rather than "class standing." We hope this article has helped you understand why.



Reserve Center Dedicated

More than 3,000 military reservists now meet at one of the country's newest and largest Reserve centers, built on a former runway at Bolling Air Force Base.

The new Armed Forces Reserve Center, Washington, D.C., was dedicated January 27.

The \$9.6 million building was completed at more than \$1 million under estimated cost. It opened last fall as the training ground for nearly 100 Reserve units from the Army, Navy, Marine Corps, D.C. National Guard and Coast Guard. The 150 Coast Guard reservists formerly met in a 60-year-old Ford factory on the Alexandria, VA waterfront.

The Reserve Center is designed to accommodate the

unique training requirements of its five tenant services, which include oceanographers, corpsmen and even an Army Band. It provides for the economical joint use of common areas, such as the assembly hall. The Center contains 10 spacious classrooms for up to 244 students. Combined support maintenance shops are also part of the Center complex.

The Honorable Robert B. Pirie, Jr., Principal Dep. Asst. Sec. of Defense (Manpower, Reserve Affairs and Logistics), was the principal speaker at the dedication ceremony. Mr. Pirie cut the ribbon officially opening the center. The Reserve Center Commanding Officer is CAPT Donald Stull, USN.

Many Reserve units and groups develop training materials and courses to supplement correspondence course training, on-the-job training, and Commandant-sponsored curricula. Unfortunately other districts, groups, and Reserve units are usually not aware of these locally prepared courses and may end up duplicating their efforts. To make sure all Reserve units know about training materials available from other units, Commandant (G-RT/81) maintains a list of them in Chapter 6 of the Reserve Training Manual, CG-392. The list describes the contents of the courses and provides the address of the sponsoring activity and where a copy of the course may be obtained. It enables Reserve units thinking of establishing a particular course to check CG-392 and determine if a similar course has already been developed. Participation in this program has not been as widespread as it could be. If your unit has courses or materials which may be suitable for use by other units, please forward one copy of each course via the chain of command to Commandant(G-RT) for cataloging and listing in CG-392. Input to this list is voluntary. There is no requirement that Reserve units develop additional training materials merely to send to Headquarters for inclusion in CG-392.

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
WASHINGTON, D. C. 20590

POSTAGE AND FEES PAID
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DOT 514
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